

TAU-M™ | REDIRECTIVE, NON-GATING CRASH CUSHION

- PARTIALLY REUSABLE DESIGN
- QUICK AND EASY TO INSTALL AND REPAIR
- MASH TL-3 / TL-2 TESTED



TL-3 CONCRETE CONFIGURATION



TL-3 ASPHALT CONFIGURATION



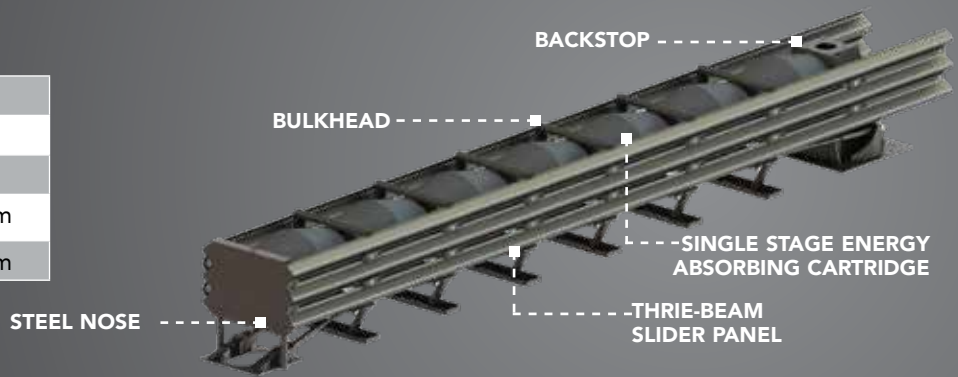
TL-2 CONCRETE CONFIGURATION



TL-2 ASPHALT CONFIGURATION

PHYSICAL SPECIFICATIONS

Classification	MASH TL-3 / TL-2	
TL-3 Length	22' 9"	6.93 m
TL-2 Length	14' 2"	4.33 m
Width	30"	762 mm
Height	32 5/8"	830 mm



MASH TL-3 AND TL-2 TESTED

The Redirective, Non-Gating, TAU-M Crash Cushion is designed to meet MASH TL-3 and TL-2 testing requirements in a compact, partially reusable design. The system is available for concrete and asphalt applications and can shield hazards with widths up to 30" (880 mm). Ease of installation, fast on-site repairs, and numerous transition options make the TAU-M system an ideal crash cushion to shield most roadside and median hazards. The TAU-M system is also available as an upgrade kit to retrofit existing NCHRP 350 TAU-II Systems into MASH TAU-M Systems.

FREQUENTLY ASKED QUESTIONS

What components of the TAU-M System need to be replaced after a design impact?

Typically, only the damaged cartridges will need to be replaced. The nose and slider panels are designed to withstand multiple design impacts.

What type of foundation is needed for the TAU-M System?

A 6" (152 mm) reinforced concrete pad is required. The Universal TAU-M System can also be installed in as little as 4" (102 mm) of asphalt.

What transitions are available?

Since TAU-M transitions are non-proprietary, all MASH approved thrie-beam barrier transitions will work with the system.

What are the major differences between the NCHRP 350 TAU-II System and the MASH TAU-M System?

Upgrades to the system include heavy gauge steel slider panels, large diameter cables, redesigned compact backstop, shortened length, and single stage energy absorbing cartridges.

Can the NCHRP 350 TAU-II System be retrofitted to a MASH TAU-M System?

Yes, existing NCHRP 350 TAU-II Systems can be retrofitted into MASH TAU-M Systems.

FEATURES

- » Minimum number of anchors needed to secure the system
- » Reduced length vs. NCHRP 350 TL-3 system
- » Upgraded slider panels for increased durability
- » Can be installed over bridge expansion joints
- » Concrete and asphalt systems available
- » Numerous non-proprietary transition options
- » NCHRP 350 to MASH Retrofit kits available

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General details for the TAU-M System are subject to change without notice to reflect improvements and upgrades.

Additional information is available from Lindsay Transportation Solutions Sales and Services, Inc. © Lindsay Transportation Solutions, Inc.

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